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SMITH'S KICK.

An Episode of the Late New York Central Strike.

[Written for This Paper.]



proprietor of one of the numerous hostilities in the vicinity of the Grand Central depot.

Although Jones is far from being rich himself, he nevertheless has a great veneration for those who are. In fact, the Jones family had been rich, and he himself was born with a silver spoon in his mouth; but reverses came, and he went into business in order to find something to eat with the spoon.

Jones is an individual of marked conservative tendencies, and he regards what he is pleased to call the "lower classes" as a dangerous element that is liable by strikes and similar labor demonstrations to knock the keystone out of the arch upon which rests our entire social fabric. Jones is the friend of capital, which he invariably spells with a large C. Socially Jones, although not a millionaire, is a capital fellow. The tired look on Jones' face, and to which I have already alluded, was caused by a note about to fall due, to meet which he was somewhat unprepared. The truth is Jones' hotel is not very popular. In the language of a competing landlord, "as a competent hotel it stands without arrival."

While Jones was sitting in the car waiting for the train to start another middle-aged gentleman entered. It was Smith, who is moderately prosperous and who lives at Mount Vernon.

Smith is, and has been, a strong personal friend of Jones. There is only one point on which they disagree, and that is in regard to the relations of capital and labor. Smith, although no office-seeker, is the friend of the laboring man, or, rather, was the friend of the laboring man. Why he no longer is the friend of labor will appear if the reader will make an earnest effort to keep on reading this sketch.

On this occasion Smith, the chum, so to speak, of horny-fisted toil, was extremely anxious to reach his home in Mount Vernon, as he had an appointment that evening with a man appropriately named Wiggles, a real estate agent, of whom Smith wanted to buy a vacant lot adjoining the Smithsonian mansion. There was another party in Mount Vernon who was after that lot, hence for Smith the delay of the train was almost sure to result in the defeat of his most cherished scheme.

Smith, the radical friend of toil, took the vacant seat by the side of conservative Jones, and they conversed pleasantly about the leading topics of the day until they reached that of the cloak-makers' strike. Smith said that the striking cloakmakers were fully justified in resisting their employers, while Jones maintained that no matter what concessions were made to them they would still ask for more, and in an abrupt and insolent manner. "Owing to their tendency to gush and spout and create a bad odor, flare up and go off when they ain't loaded, these strikes remind me very much of a gas well," remarked Jones.

"When it comes to strikes," said Smith, impressively, "you will almost always find that the strikers have real grievances that fully justify them in quitting work."

"In my opinion," retorted Jones, the advocate of capital, "more trouble is caused by men who can get work, but refuse to work, than by those who want work, but can not get it."

"My sympathies," replied Smith, "are invariably with the strikers, and I am not only willing, but anxious, to assist them against the grinding monopolies and bloated bondholders."

"Grinding monopolies!" sneered Jones; "the only grinding monopoly I ever knew was when the Italian organ grinders in New York got up a 'combine.' And as for bloated bondholders, I've seen lots of bondholders who held plenty of stock and were not bloated at all, while it has been my misfortune to have known men who never held any thing except whisky, and who were really bloated. Smith, do you know that at times I think you are a little off?"

"Of course I'm off, because I'm opposed to monopolies," replied Smith, peevishly.

"A monopoly," resumed Jones, with a cynical smile, "is the rival establishment over the way, but as soon as you get possession of it, it mysteriously ceases to be a monopoly. The anti-monopolist is often the fellow who would like to put himself in the place of the millionaire. My dear sir, there are lots of millionaires who work harder than their clerks."

"That's the way it should be, when you take into consideration how much more pay they get," said Smith, scoring a point.

run the striker soon exhausts his resources and has to strike his friends for money. The only time they are successful is when they strike for fewer hours and it results in their not working at all."

"Jones, we should beware of those who do not show their love for humanity by their every-day acts and utterances. You have no milk of human kindness in your composition. My plan would be to treat the strikers with kindness," said Smith.

By this time the train had reached the Forty-second street station, and Smith and Jones hurried into the cross-car, the former remarking that he would not miss the 7:30 train for Mount Vernon for five hundred dollars in gold. As the cross-car approached the Grand Central depot, Jones, who was looking into the street, said with a puzzled expression on his face:

"I wonder what's up. It must be a riot. The whole street is blocked with people running around as if they were crazy."

Smith and Jones descended as soon as possible into the street, which was suffering from a congestion of excited pedestrians, struggling with grip-sacks and suppressed excitement, with occasional outbursts of crude profanity.

"What's the matter with the mob?" asked Jones of Brown whom they met, and with whom both were well acquainted.

"There are no trains running. The railroad employees have struck," replied Brown.

"What?" gasped Smith, thinking of his appointment at Mount Vernon, and turning as pale as a piece of antique tripe.

"There will be no more trains to-night. The railroad employees struck at 7:15."

"No train to Mount Vernon?"

"I don't think there will be any trains for two or three days, if the strikers can prevent it."

"Oh, the malignant hyenas!" howled Smith, the former friend of the laboring man, "they are toads with devilish arts; they are a disgrace to the nineteenth century, they are—they are no good! No train for Mount Vernon! I never realized before what a National calamity these strikes are."

"When it comes to strikes you will always find that the strikers have real grievances that justify them in quitting work," calmly replied Jones, quoting the very words of Smith, the ex-friend of the working-men, and winking at Brown.

"What is the name of that whelp of sin, the blatant sneak who ordered this strike?" asked Smith, gritting his teeth.

"I'm not sure whether it is Powderly, or a fellow named Holland," replied Brown, punching Jones in the ribs on the sly, for Smith's crankiness on this subject was well known to all his friends.

"Whoever he is, he is a reptile with sneaking ambition. He ought to be lynched. No train for Mount Vernon! This settles the labor question. I'd like



"WHAT?" GASPED SMITH, "NO TRAIN TO MOUNT VERNON?"

to have him in some secluded dell for about ten minutes. I'd give him some points about strikes that would startle him. Are you sure, Brown, that there is no train for Mount Vernon?"

"I am."

"Where is the militia? What are the police doing?"

"My way would be," quoted Jones, with a sanctimonious grin, "to treat the strikers with kindness. I tell you, Smith, beware of those who do not show their love for humanity by their every-day acts and utterances. However, hard-hearted as you are, come along with me over to my hotel, and I'll take care of you for to-night."

When they reached Jones' hotel, the people were seen standing in line as if tickets for a Patti concert were for sale. The number of passengers who had to remain in town in consequence of the strike was so great that Jones' hotel was crowded like a Harlem flat, and he, taking a leaf from the book of the railroad companies, advanced the local rate for board and lodgings, thereby reaping a rich harvest, which enabled him to meet the note, causing a permanent, sunny, bright smile to spread out over the Southern frontier of his face and curl up under his ears. Appreciating the fact that this windfall was due to the strikers, Jones is not so severe on them as he was. He thinks now that the strikers in this isolated case had a real grievance, and he censures General Webb for having acted harshly in refusing to confer with the men. Jones says now that labor, as well as capital, has its rights.

On the other hand, Smith, whose worst fears were realized, for Wiggles wriggled out of the bargain and sold the coveted lot to the other party, says that he hopes his right arm may cling to the roof of his mouth if he has another good word to say for the cause of labor, that the laboring man knows no more about gratitude than a double-nosed pointer does about the refraction of light.

If the strike had been as successful in other respects as it was in changing the sentiments of Smith the humblest brakeman would soon be able to stand the expense of running a great religious daily in New York and indulge in all other luxuries of the metropolis.

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Schedule in effect June 2, 1890.
ARRIVE AT ROANOKE.

5:00 p. m. Daily—Memphis Express, from Hagerstown and the North. Through Pullman sleeping cars from New York and Philadelphia to Chattanooga and Memphis via Harrisburg, Hagerstown and Roanoke.

40 a. m. Daily—New Orleans Express from New York, Philadelphia and Baltimore, making connection through to the South. Carries through Pullman palace buffet sleeping car from Philadelphia to New Orleans, without change, via Harrisburg, Hagerstown, Roanoke, Cleveland, Calera and L. & N. R. R.

5:45 a. m. LEAVE ROANOKE. Daily—Baltimore Express from all points south for Washington, Baltimore, Harrisburg, Philadelphia and New York. Carries Pullman palace buffet sleeping car from Roanoke to Philadelphia without change, via Hagerstown and Harrisburg.

7:20 p. m. Daily—New York and Philadelphia Express, from Memphis, Chattanooga and all points south. For Philadelphia and New York. Carries Pullman palace buffet sleeping cars through to Philadelphia and New York via Roanoke, Hagerstown and Harrisburg.

Ticket agents will furnish all information and through schedules upon application to
O. HOWARD ROYER,
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NORFOLK & WESTERN RAILROAD.
Schedule in effect Sept. 3rd, 1890.

WEST BOUND.
LEAVE ROANOKE.

10:05 a. m. Daily: arrive Bristol 4:09 p. m. Stops at all stations, connecting at Radford with trains on New River Branch; arriving at Pocahontas at 3:35 p. m.

5:45 p. m. Daily: arrives Radford 7:20 p. m., connecting with New River Branch at 7:35 p. m., for Bluefield and Pocahontas; arrives Pocahontas 10:55 p. m. Arrives Bristol 11:20 p. m., connecting with E. T. V. & G. R. R. for all points south and west. Has Pullman Palace Sleeper, Roanoke to Memphis, without change.

7:55 a. m. Daily: arrive Radford 9:15 a. m., connecting with New River Branch, leaving Radford 12:10 p. m. Arrives Bristol 12:40 p. m., connects with E. T. V. & G. R. R. for all points south and west; has Pullman Palace Sleeper from Roanoke to New Orleans without change.

EAST BOUND.
LEAVE ROANOKE.

5:25 a. m. Daily: for Lynchburg, Petersburg, Richmond, (via Petersburg and R. & P. R. R.) Norfolk and intermediate points; connects at Lynchburg with V. M. R. R. for Washington and the East, leaving Lynchburg 7:10 a. m. daily. Arrives Norfolk 2:00 p. m., connecting with steamer lines to Baltimore and New York.

10:10 a. m. Daily: arrives Lynchburg 11:55 a. m., connecting with V. M. R. R. for all points north, arriving Washington 7:05 p. m.; arrives Petersburg 4:20 p. m.; arrives Richmond, via R. & P. R. R., 5:05 p. m.; arrives Norfolk 7:00 p. m.

3:45 p. m. Daily: for Lynchburg and intermediate stations; arrives Lynchburg 5:40 p. m.

7:20 p. m. Daily: for Lynchburg and intermediate stations; arrives Lynchburg 9:20 p. m.

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